## THE RAILROADS.

The Panhandle Construction Company Has the Contract for the Ft. Worth & Denver Extension.

A Move for Bailroud Shops - The California Excursion-The Work at Granbury-A A Northeastern Houte-Notes.

## Home Notes.

Twenty Paliman sleepers, all crowded, left Fort Worth last night for Los An-

The Fort Worth & New Orleans has removed its headquarters to the new Peers building.

Mr. Lusk, ticket agent at the Union de-pot, sold twelve California excursion tickets last night.

P. J. Crosbie, traveling passenger agent of the Texas & Pacific at El Paso, was in the city last night.

President Paddook of the Fort Worth & Rio Grande is in Granbury to-day on railroad business.

President Morgan Jones of the Fort Worth & Derver is out of the city on im-portant rallroad business.

portant railroad business.

Tir Layton, the famous Pullman car conductor who had twenty coaches in charge on the xcursion to California, was in the city last night.

Auditor Lehane of the Fort Worth & New Orleans, while down the road yesterday, but his leg and may have to remain indoors for a few days.

How T. J. Law, as county indge of

Hon. T. J. Low, ex county judge of Upshur county, has been in the city to contract with the Fo. Worth & Deaver

for pilling and telegraph posts. The graders on the Fort Worth & Rio Grande are out of sight of Fort Worth in their steady march to Granbury. Work on the bridge at that place progresses

T W Anderson, superintendent of the Eastern and Transcontinental divisions of the Texas & Pacific, was in the city last night. Fort Worth is always glad to see

W. B. Parsons, chief engineer of the Fort Worth & Rio Grande has his work well in hand and all specifications ready for the Brazos bridge and other structures along the line.

Dr. J. E. Eanis, in charge of the St. Lonis excuration train, arrived in the city last night. He was met at the depot by Col. Peter Smith, Capt. Harrold and other prominent citizens.

The west side of the West Fork is cov-ered with surveys by the Fort Worth Western, and the engineers resterday drove three miles more of stakes in their march for Santa Fe, N. M.

Trainmaster Judy was a busy railway official last night with four passenger trains moving west over his division within a few minutes of each other. But Mr. Judy, as usual, handled them to everyones satisfaction.

Last night the Gulf, Colorado & Santa Fe completed its steel track to Joshua, s line, and the work of cross-sectioning on station a few miles south of Fort Worth. this end commenced this morning. By

A. B. Judkins of Springfield, Ill., land and excursion agent of the Missouri Pacific, Texas & Pacific, Wabash and other roads, was in the city last night with the excursionists. Mr. Judkins says the excurters came from Illinois, Iowa, Indiana, Ohio and Missouri chiefly, with a few from Arkansas and Texas.

road construction in Texas. road construction in Texas. Fort worth tween the city and the rainroad company is to be the base of operations for the Panhandie Construction company, and our citizens will be pleased to know that they will probably see the general quite from Mount Pleasant to this city, and in they will probably see the general quite.

Mr. Oscar Lynch has been very busy for several days past working up a com-pany to construct iron and wood railroad ing funds to pay for them. The capital stock has been placed at \$100,600. Mr. Lynch shows that the work can be done here, and that work of this kind will be of great benefit to Fort Worth M-chanics earning wages in a city spend their money there, and it is this class of men that makes a city presperous. Mr. Lynch says that the Fort Worth & Denver has demonstrated that cars can be built in this city, and he thinks that but little effort is needed to put large railroad shops in op-

Dr. J. H. De Pay of Wabash, Ind., wa among the excursionists last night, and inquired particularly of a GAZETTE reporter for Col. J. H. Britton. On being told that the colonel was in Sherman, Dr. De Puy expressed regret, saying he expected to meet his old-time friend in this city, and telegraphed from Mineola to Col. Britton here to meet him at the train. The doctor thought it strange that Col. Britton of all men should not be at the city where "more people get on and off, etc." Dr. De Puy had first met Col. Britton in the officer. fifties, when an engineer locating the Wabash road, and said the beardless boy of nine seen had won his heart then. De Puy has not seen the colonel since 1859, and requested to say to the colone that himself and wife were greatly disap pointed at not meeting him. "I wanted to give him one shake wanted at not meeting him. "I wanted to give him one shake of the hand for what he said about your city; you can bank on what Jim Britton says." When the colonel comes to the city THE GAZETTE reporter has some messages to deliver.

## Railroad Agent to Marry.

Special to the Guzette WORTHAM, TEX , Dec. 9 .- Mr. Mc-Hoon, our efficient railroad agent at this place, left this evening for liutchins, where he is to be married Saturday evening to Miss Mary Clark of that city.

## Bowle Ballway Dots. Special to the Gasette.

Bowie, Tex., Dec. 9 .- Messrs. Morris,

this line operated.
At a meeting held in Bowie it was determined to assess all property 5 per cent to make a fund for rallroad projects. We are determined to get this road and hope to commence work inside of ten

days.

Bowie is now improving rapidly and there is no reason why we should not have a flourishing city here.

## Pushing Things at Gainesville.

pecial to the Garette.

GAINESVILLE, TEX., Dec. 9.—Mesors. Burket & Murphy, contractors on the Missouri Pacific, passed through here today on a tour of inspection. They stated that track-laying would be commenced within ten days on the extension and that by January 1 regular passenger trains would be running from here to St. Jo, Montague county,

### \$100,000 Damage Suit. Special to the Gazette.

DENTON, TEX., Dec. 9 .- Messrs. Smith & Bottorff, attorneys for Kate Skinner et al., died suit in the district court here to-day against the Missouri Pacific Italiway company for \$100,000 damages for negligently killing Charley Skinner, on November 2, 1886. The plaintiffs are Mrs. Kate Skinner, surviv-ing widow, and S. H. Skinner and M. J. Skinner, parents of the deceased. This has the largest damages will ever find in the

is the largest damage suit ever filed in the

courts of this county. How Gresham's Decision is Regarded. New York, Dec. 9 .- In a private dis patch received from Mr. Crawford, attorney for Messrs. Atkins and McHarg in the Wabash litigation, he says Judge Gresham in his decision on Tuesday states that the Missouri Pacific railway should pay the labor and supply debts.
T. B. Alkins, who received the dispatch, said to-day: "That point of the decision gives the bondholders what ought to be a valuable asset in the shape of a claim against the Wabash railway of \$4,000,-

## The Company Won.

Special to the Gazette. PALESTINE, TEX., Dec. 9 .- The Misouri Pacific Railroad company secured a victory to-day in the case of McCoy, a colored man, summy for \$10,000 damages. McCoy was beaten over the head with a sixshooter by railroad guards, having been found on the company's grounds during the pending of an injunction dur-ing the late strike. The company re-sisted the damages on the ground that the guards, although paid by them, were acting under the authority of the county sheriff. The verdict was for the defend-

## The Work at Granbury.

Special to the Gazetta. GRANDURY, TEX., Dec. 9.—The en-gineers have fluished the location of the line, and the work of cross-sectioning on

It is finally settled, and the Panhandle citizens' committees appointed at the Construction company, Gen. G. M. Dodge mass-meeting on last Tuesday night to president, has the contract for extending the Fort Worth & Denver 200 miles. Gen. Dodgs was a busy man yesterday, examining estimates and inspecting bids for certain portions of the work, but no contracts were awarded. Gen. Dodge shows that he possesses the same vigor of mind and body that he had in the days of early rail-road construction in Texas. Fort Worth. Fort Worth tween the city and the railroad company less said depot grounds and right of way are furnished the contract stands null

## A New Depot.

Special to the Gazette. DALLAS, TEX., Dec. 9 .- Another extensive purchase of real estate has just been consummated in this city by the Missouri Pacific railroad company, the transfer papers delivered and the cash paid. An effort has been made to keep the deal a secret that other property in the locality might be secured at low figures, but THE GAZETTE correspondent found the trade -night. The purchase is 100 by 1500 feet, unimproved, in the northwest part of the city, fronting the tracks of the Dallas & Wichlta branch of the Missouri Pacific. The consideration is not posttively known but is said to be about This deal, it is said, as good as settles the site of the new Union de-pot to be built at Dallas, as the Gould roads are now in a position to dictate to the others centering here. It is under-stood that a stock company with J. Gowld holding the controlling in erest, will be organized, and the depot built in the spring, also that a well known railroad man in Fort Worth has been guaranteed the lease of the hotel part.

## Jefferson Resolutions.

Special to the Gazette. JEFFERSON, TEX., Dec. 9 -The following preamble and resolutions were unanimously adopted by Jefferson's entire

community: Whereas, amid the vicissitudes of rail-road managements in Texas, we recog-nize that our city has never had many friends among those is authority over our roads; yet it gives us the more pleas-ure to testify to the merit of those whom we deem worthy of the tribute of "well done, good and faithful servant," even though the occasion be in the loss by death of those whom we would so honor; therefore, we, citizens of Jefferson, Tex., do most sincerely and heartily unite with those of all other communities along the line of the great Texas & Pacific rallway in deploring the loss of Col. George Noble, not only to said rallway, but to the whole country, even to the humblest citizens, among whom and for

Worth, Bowie & Northwestern railroad. and true to his trust as agent of a great it is to be hoped. Fort Worth will assist railroad corporation, and yet who never these getlemen in their endeavors to have used his power to injure or oppress any this line operated.

last night, and returned this moraling and went south. The object of Maj. Swanson's visit to this section is not

### Battroads. Haskell Free Press.

The people of this section evince the greatest confidence by their conversations in regard to the pluck, energy and enterprise of Forth Worth and GAZETTE when it comes to railroads.

of far-sighted business men like it is, and with THE GAZETTE to keep the advantages of their enterprise constantly before their eyes, will not be slow to seize upon the golden opportunity to se-Cure this territory.

The engineers are now in the field and

the road is coming, which will also necessitate an extension of the Houston Texas Central from Albany to the Panhandle, and, as we are on the direct line of both these roads, it will be an easy matter for Haskell to secure them. Let on railroads as Albany has done.

There is no inducement for the Fort Worth Western to deflect and go by Albany or Seymour, and, therefore, if Throckmorton and Haskeil will pull together, they can secure this road

been contemplated. The section of country which such a line would traverse country which such a line would traverse can scarcely be overestimated in its enormous agricultural productions. Fruitful fields, pastures capable of sustaining thousands of cattle, thrifty and, in many instances, opulent planters are found along this route, where every modern improvement is being utilized to develop the wonderful and inexhaustible resources of a country teeming with riches. In this instance it is not a case of a country seeking the means of trans. of a country seeking the means of trans-portation. It is the horded capital of a moneyed center seeking investment where dividends are certain. Other railcompanies have had an eye on this route for some time, but the St. Louis, Arkansas & Texas Railroad company seem to have so managed their affairs as to be able to first seize upon this golden opportunity. It is believed that but for the reduction of passenger fair in Texas and the serious complications arising from other causes in the financial condition of railroad properties, that this line would have been constructed long since. Be that as it may, the time has come. This solvent and powerful company have learned that the bonds for this new rail-road are salable in New York at 95 cents on the \$1, a fact which is sufficient in itself to insure the immediate building of the road. But this is not all, Letters from the chief representatives of the St. Louis, Arkansas & Texas Rallroad company are extant, setting forth in earnest and business-like declarations, the determination to begin the work of survey at

## SAN FRANCISCO TEA COMPANY. Genuine Diamonds Found in Unns of Ten

and Coffee.

and true to his truet as agent of a great railroad corporation, and yet who never meed his power to bejure or oppress any section or town, or even the humblest employes his charge; that we honor him to touly as a public spirited and generous man and etizes, but as a virtous and Christian gentleman, whom all loved and respected, and whose loss all many decorated and control to the forest complete the whole and control to the wife and one to the forest headquarters of the Texas headquarters of the Texas From the Falls.

Notes From the Falls.

Notes From the Falls.

Special to the Gasette.

Wigners Falls, Tex., Dec. 2.—The people in the Falls still clamor for any other railroad and are yet hopeful and believe the day is close at hand when the Falls will have at least one of the several railroad lines that have been chartered direct to this point.

There is not much substantial intraling the forest worth and the country to make temporary houses and shelter for stock.

Considerable anxiety is felt among Fort Worth & Denver City employes in the country to make temporary houses and shelter for stock.

Considerable anxiety is felt among Fort Worth & Denver City employes in the country to make temporary houses and shelter for stock.

The Fort Worth Western Railway company's engineering corps is working rapidly. The charter for this road was procured on November 18, and the line has been located to a point twenty-five or thirty miles out of line via Seymour as seems to be contemplated?

Threekmorton Aroused,

The fort Worth Albuquerque, N. M., is the objective point; it seems to be a ready of the country that would be crossed is an irch, as well acticle and also suggest that our people come to the railroad meeting on the lith lination of the road was procured to a point twenty-five miles out of line via Seymour as seems to be contemplated?

Threekmorton is but five or six miles off a dire

thuslasm and nearly ready to come down station a few miles south of Fort Worth. By January I the road will be all steel to Fort Worth through to Red river. The track of the Fort Worth extension is less than ten miles from Gainesville.

The Atchison, Topeka & Santa Fe rallway contributes \$1000 a year to the Young Men's Christian association at Topeka, besides contrbuting liberally to the Brancisco Wells, Fargo & Co. make their employes members of the association at an annual expense of \$250.

A R Jadkies of Springfield, Ill., land with a han some bonus. Fort Worth, the foster-mother of Texas railroads, is always ready to do a double share. The

mind, however, that the location of the road depends largely upon the liberality of the inhabitants along its contemplated for the ships along its contemplated for the ships along its contemplated for the subject. We very respectfully suggest to the Weatherford committee that before they have a londer chance when the inhabitant slender chance when the inhabitant slender chance when the inhabitant slender chances when the inhabitant slender chances when the inhabitant slender chances when the inhabitant slender contents are contents and the slender chances are contents. has but a slender chance when the inhabitants of a country through which a read is to be constructed refuse hearty co operation. Right of way, depot grounds and road, the opening of new markets, the di-rect connection with Western Texas, where grain and cotton seed must be

## Texas & Pacific.

freighted to feed cattle—these and many other considerations should encourage

every good man in this section to aid the

enterprise .- Plano Review.

This company is building an additional car shop, 40x150 feet, at Marshall, Tex.
At a recent receiver's meeting in Nada Orleans the contract for raising the roadbed from the Atchafalaya river to Goshen, a distance of sixteen miles, was let to S. G Knowlton & Co. of Plaquemine, La., for \$182,700. To fulfill this contract the parties will have to build 5000 teet of trestie work and Piano's New Railroad.

For some years a railroad transit from Greenville via Piano to Fort Worth has been contemplated. The section of 300,000 cubic yards of earth. The contract was let for the erection of an additional warehouse, 500 feet long by sixty wide, in New Orleans; also for new round houses at Texarkans, Boyce and near Marengouin. Orders were given for ten new locomotives, making, with the five recently purchased, fifteen new engines. There were also ordered 175 new cars, fifty flat, fifty stock, fifty coal and twentyfive fruit cars. Prior to this there had been purchased 100 flat and 100 fruit The contract was let for 23,000 tons of new steel rails, part of which will tons of hew steel rails, bart of the New Or-be used on the Ric, part of the New Or-lesns and part on the Transcontinental division. It is the intention within twelve months to make the road all steel from Fort Worth to Colorado City, a distance of 230 miles, to lay 172 miles of steel on the New Orleans division and to make the Transcontinental all steel, for which about seventy five miles of steel will be necessary. This work will require between 700,000 and 800,000 crosstles.

## A Route Proposed.

KINGSTON, TEX., Nov. 30 To the Editor of The Gazette.

I am a little surprised that the following route has been overlooked by you. Perhaps you do not know the country; know most of it from the west line of Colin county nearly to Texarkans-nearly all black-waxy land and a thrifty populs tion. A railroad from Fort Worth to Mc-Kinney (say via Lewisville and Lebanon Matisck and Wolverton of Montague, and a committee from Howie go to Fort Worth to increase to be a successfully.

Matisck and Wolverton of Montague, humblest citizens, among whom and for whose welfare he has labored so long and Worth to increase to be see Gen. Dodge and so successfully.

Matisck and Wolverton of Montague, humblest citizens, among whom and for whose welfare he has labored so long and way agents have been employed and all the other machinery essential to the interpretation of such an enterprise has been souri Pacific; thence on by Commerce to Cooper; thence on to Hallesboro and but this may be too far south)

J. P. SMITH, President.

THOS. D. MILLER, MADAGET, Reserve

# Fort Worth Gaslight of Gas Fixtures, Pipe, Fittings, Etc. B. COKE and COAL

ser Special attention paid to orders for Coke, which we recommend to more convenient than Anthractic Coal.

See Gas consumers are requested to report all tragglarities in the supply of many.

D. Miller, who will give the matter prompt attention.



Firearms and Amount

Wholesale.

GO TO-

## WM. CAMERON & CO., For all Kinds of Hard Wood, Poplar and Cype

LUMBER.

Also, House Paints, Roof Brick and Barn Paints by the berrel. Fire brick mile.

All Lumber and Building Materials under Sheds.

Clarkesville and into yellow pine and cross Red river at Roland; or from Hailesboro (or even from Cooper on by Maples S rings) by Rosalie down Sulphur into the pineries to Texarkana; or from Cooper to Sulphur Bluff and to Mount Vernon or, better, to Mount Pleasant. For soil and wealth to Clarksville would be best; for a terminus and lumber to Texarkana would be best and lumber to Texarkana would be best, and soll good. For striking a country needing a railroad either would do From Roland (or Mill creek) on Red river any Arkansas city or even St. Louis or Cairo could be selected. But from the west of Collin to Red river, via McKinney, Brad-burn, Cooper and Clarkesville, there is not ten miles of thin land, and scarcely more of sandy land. Geo-logically it is of the cretaclous period. The way freights would support the road. Commerce might be a little south (ont) Therefore, I, John Ireland, r

of the way, and Blue Ridge and Lane
North (out) of the way. I would say the
route would be practicable. A surveyor
could easily find a route, and right of way
would not be a difficulty. The country to
Clarkesville would be fairly developed. I have noticed from the papers that the St. Louis, Arkansas & Texas rallroad is likely to go via Greenville and Plano. It so a new railroad might be agitated in the direction mentioned. The Fort would as well reach out to the east as the west. The cheapest rich lands I know of now are in Delta and Lamar counties. All are chasing the ignis fatuus "out west." Reach back this way where a drought is now

### unknown. OLD TEXAN. Corsicana in Earnest.

The foregoing is a full report of the committee on its else to come on board, not extend to Weatherford from which come on shore from all it will be seen that the comcircumstances: First, their coming was a surprise. They arrived late at night, the next day was miserable from a weather standpoint, and they were in a hurry to leave and would not wait till evening; but in less than two hours from eration. Right of way, depot grounds and a fair cash inducement are but reasonable requirem ats for the bestowal of such benefit. Of course Plano will not hesitate to come forward liberally with her contributions. If she were to do so the result would be of such a cheracter that we shudder to think of it and shall not write it here. The increase in value of all lands along this line, the advantages of greater facilities, its release from tages of greater facilities, its release from the court of the day, and in this our busiest season. Yet in the face of all this the mayor's office where the meeting was held was crowded by the wealthiest and best men said report shows the issuace of the day, by such men as the Messrs. Garritty & Huey, the Jesters, Hon. Barry, Capt. Johnson and a dozen others who could any of them advance a sufficient Speaking of the lease law and B sum to grade the proprosed road and yet not be poor men by any means. Secondly, this is not the first visiting committee that this is not the first visiting committee that has been here, not by a great many; in fact at one time they were a monthly event almost, till as the mayor said: "We were tired of wind." In spite of all this the men that met the committee got down to business. They told you gentlemen of Weatherford, "Go ahead, we will the school lands until wanted by the people, there will be they can be found. In a pound over 2,000,000 souls at least of the men of Weatherford, "Go ahead, we will the school lands until wanted by the people, there will be they can be found. In a pound over 2,000,000 souls at least of the course of the men of Weatherford, "Go ahead, we will the school lands until wanted by the people, there will be they can be found. In a pound over 2,000,000 souls at least of the course of the men of Weatherford, "Go ahead, we will the school lands until wanted by the people, there will be the people of the people, there will be the people of the do our part." There are 40,000 great big American dellars awaiting you when you are ready to build. Thirdly, while you gentlemen of Weatherford are talking, our citizens are working. Our citizens are at this moment in correspondence with railroad builders, to know how much the road will cost, and other essential facts. Does this look as if we were care

Messrs. Weatherford committee, we are in earnest, this is neither bosh or bnncomb-we speak by the card and authority, and we say: Corsicana is ready, and we ask, are you? A railroad official said to the Courier a

couple of days ago, when asked, "What will you do in the premises:" "That is not for us to say, the question lies with your people and other towns. What will you and they do?" When you are ready to make a proposition, it will not take us long to decide what we can do in the premises,"—[Corsicana Courier.

## An Atchison Purchase,

NEW YORK, Dec. 9 .- It was announced in Wall street to-day that the purchase of the Chicago & St. Louis road by a syndi-cate, represented by Frank Hollins, was for the Atchison, Topeka & Santa Fe railroad and that company will hereafter operate the road.

## Rioting Among Mill Hands,

UTICA, N. Y., Deg. 9.—A riot broke out at Amsterdam yesterday among the unemployed mill hands. Two hundred or more of them gathered near Kline & Hubb's mill to attack non-union employes. The police charged with drawn clubs and dispersed the crowd, several of who were injured. There is great excite ment over the affair.

ment over the amair.

The city is terrorized by a threatened outbreak af the idle employes, and seventy-five special policemen are on duty. The crowds are being dispersed and employes are not allowed to gather.

## Triplicate Rirrors.

New novelties, nothing ever before like hem, now shown at the B. C. Evans Co.

## STATE CAPITAL

Gov. Ireland Issues a Price Declaring a Quarantite in Vessels from Chelera Pen.

Land Commissioner Walsh Mala port and Inveighe Again Lease Law's Taking to. pecial to the Gazette.

AUSTIN, TEX., Dec. 9 .- Got. 1 issued the following proclamatic. Whereas, it has come to the hof the executive that cholen par Buenos Ayres, the Argenthe l and at other places in South

of the state of Texas, do by of this state, hereby declars to after December 6, 1886, quarted be enforced against all parts in South America and all care of the earth where come ists or may harester When a vessel from South When a vessel from Sorb is or from any other place where prevails or is reported to prevail to creditable sources, arrives it may ports or places for landing deports or places for landing deports or persons of this state, as officer of said vessel a requested to ancaor and assigns a time of the quarantipa classes. tion of the quarantine offen, and or his permission before entring the and before allowing the plates a until permission is given. Ap all persons violating las arms proc amation will upon conviction

be subjected to fine and imprise Citizens of Texas are requested a authorities are hereby enjoined to the health officers of the state as out these rules, and to prompt formation of their infringement

cupation of school lands, Walk growth and untimely taking of ment, yet 2 per cent have, softr, a

fully opposed such atilization. I

the part of the representative a

great interior and the intellige

## dustry on the part of these report the pasture regions. The hype lengthy and comprehensive. BALLINGER

Boisterous Diners Make a Pute! Wool-Cattle Shipments Special to the Gazetta.

BALLINGER, TEX., Dec. 2-Till noon two men, whose camps are and Curry, went into the chop-in W. H. Preston and ordered While Preston was preparing the Pound and Curry became very be Preston's wife was quite ili sod is them to desist. At this the movery angry and commenced a with him. After a few words, the parties struck Preston with his over the head, inflicting an say A general scuttle followed with further Hamage. Preston being 1 man, succeeded in wrenching the from the man, or serious troths have possibly followed. This season there has been about 000 pounds of wool shipped has

Saturday, the 11th, there will be two cars of cattle shipped from the Large shipments are being made of

The mosquito is no longer a tens Jacobs Oll takes away ha stor

Xmast Presents. Any kind you could name a most be Evans Co.'s. Buy early to choicest.

Fakes & Co. Sell the "Windsor," the best fill in the world. Have you seen him. The Finest Basers in the West

at Anderson's gun store.